

ESTABLISHMENT OF THE CHESTNUT HILL NORTH LOCAL HISTORIC DISTRICT

Brookline, Massachusetts



Report Preparation

Chestnut Hill Neighborhood Association

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Summary Sheet

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Date of Public Hearing: April 26, 2005

Date of Town Meeting: Begins May 24, 2005

Total Number of Properties in Proposed District: 112 (excluding adjoining lots)

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“Put your money where it will be safe and sure to increase and buy yourself a residence where pure air will prolong your lives and make your children strong.”
(Chicago Tribune, August 29, 1880)

INTRODUCTION

Brookline’s history as a predominantly residential suburb of Boston is reflected in the architecture and development of its neighborhoods. Chestnut Hill North is a well-preserved neighborhood of single-family structures, dating from the late 19th through early 20th centuries. It is tightly wedged between Boylston Street to the south and the MBTA Green Line to the north, and between Reservoir Road on the east and Dunster Road on the west.

Like several other Brookline residential neighborhoods, Chestnut Hill North started experiencing rapid growth in the late 1880’s when transportation -- regularly scheduled train trips -- provided convenient access to Boston. Other factors that fueled this growth were the expansion of Boston’s business community and increased demand for more open and healthful living conditions within proximity of the city. Between 1886 and 1900, forty-three homes were built in the study area, with the earliest development close to the railroad station adjacent to the western end of the neighborhood. As automobiles became more widely available, development spread in an eastward direction, with almost all development in the study area completed prior to the 1929 stock market crash.

In the fall of 2004, the Chestnut Hill Neighborhood Association (CHNA) proposed a zoning change to deal with the development pressures faced in the area. A number of Town boards and commissions, including the Planning Board, the Advisory Committee of Town Meeting, the Planning and Regulation Subcommittee of the Advisory Committee, and the Preservation Commission suggested that a local historic district would be more appropriate than a zoning change in addressing threats to the architectural and historic fabric of the neighborhood. A member of the Brookline Planning Board, for example, pointed out that an abutting area of the City of Newton was already a local historic district and recommended following that lead.

The boards and commissions emphasized that a local historic district, unlike zoning, would address the demolition of historically and architecturally significant structures, while also ensuring that new construction would be compatible with the area’s historical and architectural fabric. The significance of the Chestnut Hill North neighborhood was established by The National Register of Historic Places in 1983. Designation of Chestnut Hill North as a local historic district is a logical continuation of the process of protecting the character and integrity of this neighborhood, which increasingly faces the pressures of development.

LEGISLATIVE HISTORY

Although historic districts had been created in other parts of the United States prior to the Second World War, in Massachusetts the first local historic districts were not established until the 1950's, and then only pursuant to special legislation. In 1960, the Massachusetts Legislature enacted Chapter 40C of the General Laws, entitled the MASSACHUSETTS HISTORIC DISTRICT ACT. It provided general authorization for Massachusetts cities and towns to establish local historic districts. The express purpose of Chapter 40C is to promote the educational, cultural, economic and general welfare of the public through the preservation and protection of buildings and places significant in the history of the Commonwealth, its cities and towns, or their architecture. It also provides for the maintenance and improvement of settings for such buildings and places, as well as the encouragement of designs compatible with the surrounding environment.

Since 1960, hundreds of local historic districts have been established across Massachusetts in order to implement the principles expressed in Chapter 40C. In Brookline, there have been two long-standing local historic districts: The Cottage Farm Local Historic District, established in 1979; and the Pill Hill Local Historic District, established in 1983. More recently, the Graffam-McKay Local Historic District was approved at the fall 2004 Brookline Town Meeting, and the Harvard Avenue Local Historic District will be proposed to the Spring, 2005 Brookline Town Meeting.

METHODOLOGY

Today, the need to guide future changes in the Chestnut Hill North neighborhood is critical. Remarkably, the neighborhood has remained largely intact since the early part of the 20th century. Since its nomination to the National Register in 1983, only one house has been built on the southernmost edge of the proposed district.

Like other Brookline neighborhoods, Chestnut Hill North is facing mounting development pressures that threaten the area with subdivision of lots and new construction, and outright demolition of existing historic houses. Given Brookline's very valuable real estate, severe development pressures in the neighborhood are likely to continue.

In addition, the neighborhood includes two non-profit institutions: The Brimmer and May School and The Longyear Museum.

Brimmer and May moved to the neighborhood from Boston in the 1950's. The steady expansion of the school's enrollment and footprint over the last decade led to the formation of CHNA in 2003. Following lengthy negotiations between CHNA and Brimmer and May over the last year, the parties have come to an agreement which covers future increases in student enrollment, traffic and parking issues, and renovations to any school property, which Brimmer and May has agreed will be in keeping with the architectural integrity of the neighborhood. While the current

relationship between the school and the neighborhood is strong, future Brimmer and May administrations may not remain as sensitive to the needs of neighbors. One possible future issue is that the school holds a right of first refusal on a single-family home located at 38 Devon Road, which the school may purchase in the future and alter to meet its needs.

Longyear Museum purchased 50 Dunster Road in 1999. It was one of the three oldest houses in the neighborhood and originally home to architect Herbert Jaques of Andrews, Jaques and Rantoul. The house was demolished and a new building constructed. Only the carriage house remains standing.

In quick succession, during a three-month period in 2004, three properties in the area were purchased by developers, with demolition and subdivision proposed in each case:

--The demolition of a historic garage at 175 Middlesex Road, the renovation and expansion of the existing home, and the construction of two new homes on the subdivided lots. To mitigate a one-year stay of demolition on the garage, the developer of 175 Middlesex voluntarily agreed to submit his plans to design review by the Preservation Commission. Without that voluntary agreement, there would have been no design review.

--The proposed demolition of the 19th century house and historic garage at 15 Circuit Road and the construction of a new house on a proposed subdivided lot. A one-year stay of demolition will, by its terms, expire in October 2005.

--The proposed demolition of the house at 81 Spooner Road. In the absence of both a local historic district and an active demolition application, the Preservation Commission has had no opportunity to comment either on designs for a proposed new house or on substantial ledge removal and grade changes undertaken by the developer to build a new driveway.

Each of the properties threatened by demolition is historically significant. Losing even one of these structures would harm the integrity of the neighborhood.

--175 Middlesex Road was designed in 1913 by the noted architects Andrews, Jaques and Rantoul. The Georgian Revival garage, which has been demolished, was designed by Brainard and Leeds and is featured in *Carriage House to Auto House*.

--15 Circuit Road was designed by the firm of Andrews, Jaques and Rantoul, and built in 1898. It has the oldest surviving "auto house" in Brookline. See *Carriage House to Auto House*.

--81 Spooner Road was designed in 1910 by the firm of Putnam and Cox.

NEIGHBORHOOD INTEREST

In an attempt to preserve open space and prevent the demolition of what neighbors considered historically significant houses, CHNA petitioned the town for zoning changes in the neighborhood that would limit development. Following the recommendations of the various Brookline Town boards and commissions, CHNA was advised to pursue a local historic

designation to best protect the neighborhood. Four neighborhood meetings organized by CHNA were held in January and February 2005. All property owners in the proposed local historical district received notice of, and were invited to attend, one of these four meetings. In total, 128 residents were in attendance. Notices of the meetings included a map of the proposed district. In addition, Town Meeting Members from Precinct 13 were also informed of the upcoming meetings via e-mail. A majority of residents firmly believed that pursuing a local historic district designation was the only way to effectively preserve the neighborhood.

The meetings were attended by one or several members of the Preservation Commission and by a member of the Preservation Commission staff, who explained the operation of a local historic district, provided copies of the guidelines employed by the Preservation Commission in the administration of local historic districts in Brookline, and explained the process for securing local historic district designation. In each case, there was a question and answer session with the neighbors so that their concerns could be addressed. In addition, one meeting was attended by a realtor who answered a number of questions, and another meeting was attended by a resident of the Pill Hill local historic district who explained the practical effects of local historic district designation.

Residents of the proposed Chestnut Hill North local historic district were provided the opportunity to sign a petition similar to the one utilized for the Graffam-McKay District. In signing the petition that supported the adoption of the Chestnut Hill North local historic district, the residents were fully aware that a local historic district designation would place certain restrictions on them and subject them to design review. The petition, signed by a substantial majority of the homeowners in the area, was presented to the Preservation Commission at its regular February 8, 2005 meeting along with a proposed draft of this Preliminary Study Report.

REPORT DOCUMENTATION

The basic research for this study report derives from historic building survey forms prepared for the Brookline Preservation Commission, including the Chestnut Hill Area Report for the 1983 Multiple Resource Nomination to the National Register of Historic Places and the individual property forms which supported that nomination. This study report also relies on and incorporates documentation from primary source research conducted by the staff of the Preservation Commission over the years, including local and regional newspapers, some found at the Massachusetts State Library; Brookline's building permits, which date back to 1889 and encompass most of the properties in the study area; deed records; town atlases; tax lists and directories. In addition, this study report relies on secondary sources including Roger Reed and Greer Hardwicke, *Carriage House to Auto House* (Brookline Preservation Commission, 2002); the Chestnut Hill Historic District Study Committee Draft Report (Joseph R. Orfant, ed. 1990); the study report for the Newton Chestnut Hill Local Historic District; Mary Lee, *A History of the Chestnut Hill Chapel* (First Church in Chestnut Hill, 1937); Harriet Woods, *Historical Sketches of Brookline*; Cynthia Zaitzevsky, "Frederick Law Olmsted in Brookline: A Preliminary Study of his Public Projects," Proceedings of the Brookline Historical Society, 1977; Greer Hardwicke and Roger Reed, *Brookline* (Images of America Series, 1998); and Jean Kramer, *Brookline, A Pictorial History*, 1989.

PUBLIC HEARINGS AND TOWN MEETING

The Preservation Commission will hold a public hearing on the proposed Chestnut Hill North local historic district on or about April __, 2005. The proposed local historic district will be considered at the Spring, 2005 Town Meeting, which begins on May 24, 2005.

HISTORICAL SIGNIFICANCE

Early History

The study area is part of a larger area whose first settlers were Thomas Hammond, Vincent Druce, and John Parker. These settlers came to the area in 1650 from Hingham, where they had first settled after arriving from England in 1636.

By 1751 the meadows and bogs had been converted into farms and woodlots owned by various families. The area was considered to be remote from Boston. Eventually portions of this land came into the ownership of John Lowell and Henry Lee, Jr. Lee's uncle, Joseph Lee of Beverly, had purchased a 163 acre farm in 1822 from Henry Hovey, a merchant, who had purchased the land from a descendent of Thomas Hammond, one of the three original settlers. Joseph Lee, "tired of the ocean and its exacting trade," decided to move inland where he raised cattle, tilled the soil, and planted trees on a farm which, in its Brookline portion, went from Denny Hill on Boylston Street (approximately 1033 Boylston) westward to a point halfway between Dunster and Hammond Streets and northward to the present railroad tracks. It was a countryside noted for its apples among other attributes, and the backside of the property was heavily wooded, predominantly with chestnut trees which stretched unbroken from Dunster Road to Reservoir Lane. It was a place "on the outskirts of Brookline and also on the outskirts of Newton and considered very far away and ungetable by both."

Accessibility and the Arrival and Spread of Development

Increased "getability" through road improvement, coupled with the death of Joseph Lee and the bequest of his farm, were to set the stage for the eventual development of the study area as a suburban neighborhood. Lee died in 1845 and his farm passed to his three nieces and three nephews: Mary Lee Higginson, Elizabeth Cabot Lee, Harriet Lee, John Cabot Lee of Salem, Henry Lee, Jr. of Brookline, and Francis Lee, then of Westport, New York. Almost at the same time, two new transportation routes opened to the area.

In 1850 to 1851, Beacon Street, which passes the northern edge of Chestnut Hill in Newton, was extended from what is now Kenmore Square to Newton Centre, thereby connecting Boston to Chestnut Hill. After this route was opened, it was said that a good horse could travel from Charles Street in Boston to Chestnut Hill in 35 to 45 minutes. In 1852, the Woonsocket branch of the New York and New England Railroad extended a single track from Brookline through Newton Centre to Needham and began limited railroad service. There was a railroad stop by 1854 in Chestnut Hill, not far from the present MBTA station, near the intersection of Dunster and Middlesex Roads. The original railroad stop was replaced in 1884 by one for the Boston &

Albany Railroad. Designed by Henry Hobson Richardson, and landscaped by Frederick Law Olmsted, it was demolished in the 1960's.

In 1854, shortly after the opening of Beacon Street and railroad access to the area, Francis Lee, one of the six beneficiaries of Joseph Lee's estate, returned to the Boston area, and John Cabot's daughter married Leverett Saltonstall of Salem. At that time a decision was made that the Lee family farmland should be subdivided, that Francis Lee would build his home on one of the newly created house lots, as would the newly married Saltonstalls, and, that Francis Lee would superintend the laying out of streets in this new community which he would call Chestnut Hill.

The original development was planned to be a community of relatives and friends and business associates, much like Longwood and Cottage Farm which were being developed in the eastern part of Brookline during the same period. In fact, in 1937, fully 115 years after Joseph Lee had purchased his farm, the fifth generation of his descendants was still living in the area at 15 Circuit Road.

A property map platted by J.H. Shedd in August, 1856, shows land still belonging to John Cabot Lee and Henry Lee bordered by Dunster and Norfolk Roads, Boylston Street, and the railroad tracks. John Lee owned land east of Norfolk; Henry Lee owned an irregular portion even farther east; and Ebenezer Crafts owned land at the eastern end of the study area. By 1884, the eastern holdings of Henry Lee had been sold to George Nichols and the land had been platted, but not yet built upon. In 1886-7, the first development of the study area as a suburban neighborhood began with three houses built at the western end of the study area in close proximity to the new Richardson railroad station: 40 Dunster Road, 50 Dunster Road, and 52 Norfolk Road. They belonged to Charles Cobb, Herbert Jaques, and George Ulman, respectively.

According to Cynthia Zaitzevsky, there are indications that in January 1888 Frederick Law Olmsted and his firm were invited to submit designs for the development of an area bounded by Reservoir Lane, Boylston Street, and the Newton border. Their response was to note that the land was potentially attractive and desirable for a residential district and should be laid out on the basis of a comprehensive and farsighted plan, whether or not all the work was done at once

The Olmsted firm did work on a plan, but their studies do not bear resemblance to the present layout. What happened after this stage remains a mystery, according to Dr. Zaitzevsky. Either the property owners could not agree or they decided that the time was not ripe for development. There are a few drawings for this project dated 1901-2 (and called Reservoir Lane Lands), but, again, these do not progress beyond the study stage and do not show the streets as finally constructed.

By 1890 housing construction began to increase, and the holdings of Lee and Nichols were sold off, with a large portion of Nichols' land being sold to Charles Miller, a Boston real estate broker. Early development was seen, again predominantly in the western portion of the study area, on Norfolk Road, Crafts between Circuit and Norfolk, Dunster (then Chestnut Hill Road), Alwyngton, and portions of Boylston Street. By 1899, additional activity was to be found on Circuit, Devon, and Middlesex between Dunster and Norfolk. After the turn of the century, housing construction spread in an eastward direction, taking place on what had been Crafts family land: on the newly platted Spooner and Middlesex Roads and on Crafts east of Circuit

Road. Reservoir Road, on the eastern end of the study area, was one of the last streets in the study area to be developed, with 285 Reservoir (1910) the first to be built on this part of the street. The eastward spread of development in the early part of the 20th century, at a greater distance from the Chestnut Hill railroad station, coincided with the increasing popularity of the automobile. American production of automobiles had begun in the mid-1890s, and the 1904 *Brookline Directory* (the first listing auto owners), showed 120 cars with 70 owners in Brookline. By 1906, 400 automobile owners were listed, and by 1908 Henry Ford had begun to manufacture the simpler and lower cost Model T.

With only limited exceptions, development of the study area was completed before the stock market crash and economic downturn of 1929, and the neighborhood remains largely intact in terms of architecture, landscaping and open space.

The Reflection of Economic Trends in the Development of the Area

The evolution of a community, in its truest sense, emanates from the collection of like-minded individuals who, in this instance, sought a home life free of pollution, generous of space, yet affiliated with others and easily accessible to a place of employment. With few exceptions, the individuals who were to come together to eventually create this community were businessmen employed in trades representative of the time and period in history, with accessibility to Boston as described above key to the suburbanization of the area.

The late 19th century development of the suburbs in the United States was in part caused by the growing number of managerial positions in manufacturing, transportation, and merchandising businesses. Chestnut Hill was no exception. The vast majority of homes in this neighborhood were built for Boston businessmen engaged in the trades and industries significant at the time. The textile industry, which was so much a part of the history of New England, was well represented. There were no less than nine wool merchants who resided in the neighborhood as well as a cotton broker and a manufacturing and bleaching company owner. Likewise, there were two shoe company executives, a shoe blacking manufacturer, a steamship company businessman, a shipbroker, an executive of a marine insurance company, a megaphone manufacturer, a president of an ice company, a commercial dry goods dealer, a manufacturer of printing machinery and a president of a company that made writing papers in Boston.

The two oldest surviving houses in the study area are located at 40 Dunster Road and 52 Norfolk Road. At 40 Dunster Road resided Charles K. Cobb, a partner in the law firm of Brooks and Nichols (George Nichols had been one of the largest landowners in the late 1880s) and at 52 Norfolk Road resided George R. Ulman, an employee of Samuel Q. Cochran & Co., wine dealers in Boston.

The neighborhood was marked by familial and professional ties among the residents.

As noted above, a large portion of the Nichols' land was sold in the 1890's to Charles S. Miller, a Boston real estate broker. Charles S. and Jennie Miller built and sold houses at 15 and 33 Circuit Road and 55 Devon Road. They also built their own home at 30 Norfolk Road. Edward S. Miller, a relative of Charles S. Miller, with his wife, Frances Miller, built 14 Norfolk Road, which they leased until it was finally sold to the First Church in Chestnut Hill in 1920.

Presumably three brothers, Rufus Coffin, a mortgage broker who lived at 1101 Boylston Street, William Coffin, a wool commission merchant who lived at 6 Alwyngton Road, and Sturgis Coffin, who lived at 56 Spooner Road and was a partner in a Boston real estate and insurance firm, lived in, developed and sold properties within the neighboring streets. Sturgis Coffin was the business partner of Arthur Taber who built 17 and 37 Devon Road and 26 Dunster Road. He lived at 17 Devon Road, while Benjamin Bates, a lawyer, boarded at 17 Devon Road. (Benjamin Bates, incidentally, also built three houses in Chestnut Hill on Dunster Road and Boylston and Heath Streets. He eventually moved into 83 Dunster Road.) In 1905, Alice Taber, a widow, lived at 26 Dunster Road with Gertrude Taber. It is also probable that Arthur Taber in 1896 built 10 Circuit Road, which was leased to J. Howard Edwards Merriman, a megaphone manufacturer and his wife, Anna C. Merriman. The Merrimans also built 44 Circuit Road, which they leased to a Boston attorney.

Others to develop land for their own residence as well as for investment purposes included John and Lucy Chandler, who built 1117 Boylston Street, 3 Alwyngton Road and 63 Norfolk Road. They lived at 1117 Boylston until 1896, when John Chandler died. Lucy Chandler eventually moved to 40 Norfolk Road where she lived with three other apparent widows.

During the early 20th century, as the neighborhood continued to develop and automobile access became more important, families seeking homes in this area continued to reflect the emerging professions and trades pertinent to the times. As discussed above, the oldest auto house in Brookline is at 15 Circuit Road and the earliest Chapman and Frazer design for an auto house dates from 1906 at 142 Crafts Road. Fittingly, the manager of the Packard Motor Car Company on Commonwealth Avenue in Boston resided at 119 Crafts Road. A number of attorneys built homes in the neighborhood, as did an accountant, an engineer and first Vice-President of Stone and Webster, the manager of Penn Metal Ceiling and Roofing Company, stockbrokers, investment brokers, bankers and the corporate clerk of the S.S. Pierce Company.

Residents of some note also inhabited the Chestnut Hill North neighborhood, including Charles Cook who in 1894 resided at 125 Middlesex Road. From 1879 to 1916, he was the Editor of *The Boston Budget and Beacon*, a weekly periodical covering such issues as old Boston, Massachusetts judges, Boston club presidents and U.S. Senators. In 1903, George B. and Edith Baker purchased 76 Crafts Road. He was a banker and a partner in a firm in Boston. She was actively involved in the Brookline community for over 30 years and was a member of the Brookline School Committee. The Baker School was named after Edith Baker in 1936. In 1908, Daniel Kennedy, an author residing at 17 Devon Road put an addition on his auto garage to accommodate the Queens Shop Press. Several books were published from this independent press.

Edward N. Vollandigham, living at 285 Reservoir Road in 1910, was a journalist and editorial writer for the *Boston Herald*. He was also an historian of some repute. In 1922, Charles F. Rowley purchased 195 Middlesex Road. He was Chairman of the Board of Selectmen for the Town of Brookline.

The Architectural History of the Area

The proposed Chestnut Hill North Local Historic District consists almost entirely of residential structures, most dating from the late 19th and early 20th centuries. The homes in the western section of the neighborhood are characteristically wood clapboard or shingle, designed in the

Queen Anne, Medieval Revival, Colonial Revival or Shingle styles, while those in the eastern portion are predominantly built of masonry materials such as stucco and brick. Substantial and with a traditional orientation towards the street, the houses are sited on well landscaped lots and visible from the sidewalk. In a number of instances, the lots retain the natural contours, ledges, and magnificent deciduous and evergreen trees, many of which are over 100 years old. With the exception of Norfolk Road, the streets have subtle curves and gentle inclines, following the topography of the area.

The appearance of the neighborhood today represents the third phase of its evolution. Land which had originally consisted of bogs and woods then became meadowland and wood lots, possibly with some farmland included as part of the holdings of Newton landowner, Joseph Lee. Later, his original Chestnut Hill residential development of 163 acres included land in both Brookline and Newton.

The Newton portion was developed first although by 1884 land in Brookline was platted, but not built upon. As previously noted, written documentation identifies the two oldest houses still standing to be at 40 Dunster Road and 52 Norfolk Road, both built in 1886-87. A third early house, 50 Dunster Road, was demolished in 1999 (see **Preservation Need** above).

Of the 112 structures (110 houses) under consideration, 43 were built between 1886 and 1900 (in spite of the severe economic depression of 1893) and were designed in the Shingle as well as the Medieval and Colonial Revival styles. Almost all of the homes built during this period were designed by prominent architects, some of whom were nationally recognized. The majority of these houses are of wood and can be found in the western half of the proposed district - on Dunster, Devon, Alwyngton, Circuit, and Norfolk Roads as well as 1109 Boylston Street, an uncommon Queen Anne style house.

In the eastern portion of the area, including Spooner Road, Middlesex Road (between Circuit and Reservoir Roads), and Crafts Road (between Circuit and Reservoir Roads) can be found houses dating from 1900 -1915 built in the Arts and Crafts style. They were joined by others built after the First World War, many of which were designed on a smaller scale and with more modest detailing in the American Colonial and Tudor Revival styles. Unusual for the neighborhood are two houses, one on Middlesex Road and one on Fairway Road, dating from 1929 and 1952, respectively, that were designed in the International Style. With one exception, no house in the study area is artificially sided.

Eleven houses do not have building permits on file because either they were built before permits were issued or their permits have been lost. Of the remaining 99 houses, 93 had architects, a decisive factor in the quality of design and visual continuity found in the area. Within the boundaries of the proposed district are the works of prominent, well-established practitioners such as James Lovell Little; Hartwell and Richardson; Rand and Taylor; Everett and Mead; Derby and Robinson; Purdon and Little; Loring and Phipps; and Frank Chouteau Brown. Two local architects, Arthur Bowditch (Bowditch and Stratton) and Julius Schweinfurth, also designed homes in Chestnut Hill. The former is perhaps best known as the architect of The Stoneholm on Beacon Street in Brookline, while the latter, after years of training with the noted firm of Peabody and Stearns and studying in Europe, opened his own practice in 1895. He is nationally recognized for his designs for a number of schools and college buildings, most notably

at Wellesley College. Locally, he designed the High School of Practical Arts in Boston and the old Pierce Grammar School in Brookline Village.

These architects are perhaps overshadowed by the work of three other prominent firms: Chapman and Frazer; Putnam and Cox; and Andrews, Jaques, and Rantoul. The firm of Chapman and Frazer designed 67 houses in Brookline between 1892 and 1926, 25 of which are in the proposed study area. It was also responsible for the design of a number of barns and garages as well as the remodeling or expansion of several homes here. More than any other architectural firm, Chapman and Frazer was therefore responsible for the design aesthetic of the neighborhood.

Graduating from MIT in 1885, Horace Frazer worked in the offices of both Cabot & Chandler, and Longfellow, Alden & Harlow before starting his own practice in 1890, just about the time he designed his house at 471 Heath Street in Brookline. His partnership with John Chapman began two years later. Chapman and Frazer designed the Merchants Bank of New Bedford, the State Armory at Nashua, New Hampshire, the Concord High School, and, the Admissions Building at Bowdoin College in Maine. After the death of his partner in 1895, Frazer continued the practice under the firm name, specializing in high quality residential work. Professional periodicals at the turn of the century such as *American Architect and Building News*, *Architectural Record*, and *American Architect* featured published designs of many of Chapman and Frazer's commissions in Chestnut Hill, Brookline and Newton.

Frazer's own home still stands south of Route 9 just outside the boundary of the proposed historic district. It is noteworthy that senior partners in the three firms that did the most work in or adjacent to the study area also resided there.

Putnam and Cox designed seven houses in the study area, a number in variations of the Arts and Crafts style. William Putnam's own home at 91 Spooner Road was designed around a courtyard and featured in *American Country Homes of Today* (1912). It is dramatically sited on a high ledge overlooking a wooded area on the east and a rustic path leading down to the street on the north. Putnam and Cox, in partnership for thirty years, was well known for its public and educational buildings of architectural merit in New England. Their work included the Copley Theater in Boston; the Jones Library and nine fraternity houses at Amherst College; and the Skinner Citations and Clapp Science Buildings at Mt. Holyoke College.

Lastly, the firm of Andrews, Jaques and Rantoul designed five houses in Chestnut Hill, including Herbert Jaques's own home that once stood at 50 Dunster Road. With a national reputation for works of architectural merit, including public buildings, schools, banks, commercial structures, and urban and country residences, they were locally known for their designs for Brookline and Jamaica Plain High Schools, the Worcester County Courthouse and the east and west wing additions to the Massachusetts State House.

The proposed district is comprised of 110 homes and their ancillary structures (garages, carriage houses, etc.) and two other structures: a waste weir (a granite structure built in 1844 for the maintenance of the Cochituate Aqueduct) and a museum. Boasting a variety of architectural styles with a lively array of detailing - half-timbering, barge boards, gable roofs, neoclassical columns, parquetry, ornamental shingles - its streets display houses of consistent size and scale,

integration of a specific architectural vocabulary, sensitivity to setbacks and siting, and balance of house size to lot size. The architectural integrity of the area has remained intact over the years due to numerous factors, including the stability of the neighborhood, conscientious maintenance and few inappropriate alterations that are visible from the street or public ways.

The following information on notable individual residences as well as more “generic” houses was taken from the National Register nomination for Chestnut Hill, part of Brookline’s Multiple Resource Nomination, submitted in 1983:

1. 40 Dunster Road (1886-7) was designed in the Shingle Style for Charles Cobb of Boston, a partner in the law firm of Brooks and Nichols, the same Nichols who had purchased a portion of the holdings of Henry Lee in the 1880’s. Mr. Cobb and his family moved to Brookline in 1888 at which time he likely commuted to work via the nearby railroad. One of the two oldest homes in the area, this well-sited house, which sits on an acre of land, has clipped gables with shingled banding, pent roofs, a solid, curved shingled railing on the porch, and a steeply-pitched gambrel-like overhang at the second story. A two-story wing was added in 1940.

2. 77 Norfolk Road (1894; the house number changed from 1083 Boylston Street in 2004), features a complex roof and elevations. Two and one-half stories in height, its facade is asymmetrical but balanced, with a conical two-story bay on the west end and a projecting pitch gable on the east end. The gable has a diamond shingle design on the peak with a band of diamond paned one over one windows with rounded edges. This section sits on shingled brackets. Two polygonal glass bay windows with patterned glass transoms rest above the porch roof. A cross gable with an arched opening and Stick Style supports identify the front entrance. The west facade has a minor overhang above two windows and a slight projection over a polygonal shingled second story oriel window. The house was designed for William Cordingly, a partner in the firm of Wilcock and Cordingly of Boston, wool brokers and commission merchants, “surpassed by none in the trade.”

3. 30 Norfolk Road (1892), the work of Hartwell and Richardson, was the home of Charles and Jennie Miller. Miller was a Boston real estate broker and active in the construction of homes in this area: 14 and 55 Norfolk Road, 55 Devon Road, and 15 and 33 Circuit Road. Shingle Style features found in this house include its free-form, shingle wall cladding, shingled support brackets, stone pier porch supports, cross gable/steeply pitched roof, asymmetrical facade, and variety of window styles and sizes.

4. 70 Circuit Road (1892) was the work of Chapman and Frazer. Like 40 Dunster Road, it was built on land formerly belonging to George Nichols, and it, too, was first owned by an attorney. A simple, Shingle Style home, it retains such features as continuous shingle wall cladding, sparse decorative detailing at windows and doors, and unadorned bay windows.

5. 10 Circuit Road (1896) is a modest example of the Shingle style. Designed by J.H. Morse, it features the continuous shingle wall covering, gambrel roof, and two-story bay found at 70 Circuit Road, 37 and 48 Devon Road, and 40-42 Crafts (1903, Chapman and Frazer). This house and its two neighbors, 16 and 20 Circuit, share common materials and scale.

6. 15 Circuit Road (1898) is one of four houses in the neighborhood designed by the prominent

firm of Andrews, Jaques, and Rantoul. This house was fashioned in a variation of the Shingle Style, like the firm's 50 Dunster Road (also designed by Jaques and demolished) and 107 Crafts Road (1910). The first floor wing of 15 Circuit Road was designed by Putnam and Cox in 1917 for Harold and Jeanette Sears. Of additional note is the 1901 garage on the property, the oldest surviving documented auto garage in Brookline, with original wood frame interior features. The original structure was 14 x 18 feet and was built for a Stevens Duryea automobile, a small-sized horseless carriage of the early type made in Springfield, MA. The garage was enlarged between 1906 and 1907 to accommodate a larger Chalmers touring car. Other works by Jaques include Colonial Revival style homes at 175 Middlesex Road (1913) and 26 Circuit Road (1899).

7. 63 Norfolk Road (1895) is another Chapman and Frazer design. Its informal Shingle Style configuration is enhanced with features typical of the Medieval Revival style including a steeply pitched cross gable roof, large carved brackets, bargeboards with drops, canted horizontal beams, and diamond paned glass with tracery. Other similar Chapman and Frazer houses can be found nearby at 15 and 55 Norfolk Road. The floor plans of these houses "typically provided at a smaller scale, all of the rooms found in a grand mansion, the entrance, a library, a reception room, dining room, and a den." (Hardwicke and Reed, Brookline p.115)

8. 27 Devon Road (1898) is the only house on this street not designed by Chapman and Frazer. The work of F. Patterson Smith, this Medieval Revival style structure features a symmetrical facade, gable roof, and substantial second floor overhang. Other details include decorative half timbering, banded diamond-paned windows at the second floor, and tall banded leaded-paned windows at the first floor. Other examples of the Medieval Revival style can be found at 6 Norfolk Road (Edward Little Rogers, 1898-9), 79 Crafts Road (Chapman and Frazer, 1906); and 73 Middlesex Road (Chapman and Frazer, 1894); while a blending of the Shingle and Medieval Revival styles can be seen at 128 Crafts Road (Bowditch and Stratton, 1903).

9. 157 Middlesex Road (1914) is an example of Arts and Crafts design, a style which was popular during the early decades of the 20th century and rejected references to specific historical precedents in decoration and design. Designed by Oscar Johnson, architect of a number of similar homes on Fisher Hill, this house is two and one-half stories in height with a hip roof and dormers. The roof, smooth stucco exterior, exposed rafter ends under the wide eaves overhangs, and large expanses of windows to allow the maximum amount of interior light are typical elements of this style. Other examples can be found at 56, 64, and 72 Spooner Road.

10. 285 Reservoir Road (1910) and 33 Circuit Road (1905) are larger homes designed in the Arts and Crafts style. In both cases, the architect was J. Lovell Little who lived in Brookline (75 Goddard Avenue) in a house of his own design. He was also the architect of 282 and 286 Warren Street as well as 105 Rockwood Ave. The Reservoir Road house features the simple window treatment, unassuming stucco exterior, and artistic handling of architectural elements, typical of the Arts and Crafts style. It was designed for a journalist and editorial writer for the *Boston Herald*. The house on Circuit Road has similar features: smooth stucco exterior, simple window treatment, and minimal ornamentation. Visual attention is called to its entrance porch by a row of modillions lining the second floor overhang and the smooth doric porch columns.

11. 142 Crafts Road (1905) was designed for a Boston businessman by Chapman and Frazer. As

an example of the Spanish Colonial style, it is unlike the other Chapman and Frazer designs found in the neighborhood but is similar to the Clement Houghton house, designed in 1900 by the same firm at 152 Suffolk Road in Newton's portion of Chestnut Hill. Wood frame with a stucco exterior, it consists of a two and one-half story block with two story wings in a modified Y-shaped configuration. The central block has a hip roof and the wings have gable roofs with end chimneys and curvilinear Spanish Revival gable ends. There are wide over-hanging eaves supported on exposed rafter tails. This roof configuration is repeated over the broad bay windows and entrance bay on the first floor. Subsequent changes to the house included enclosing the piazza (1911, Chapman and Frazer); an enlarged bay window (1929), and an addition (2000, Robert Vorbach).

12. 1101 Boylston Street (1888) is one of the earliest homes built in this area. Designed in the Colonial Revival style, unusual for Chestnut Hill houses dating from this period which were more often Shingle or Queen Anne in style. The house is basically a square with each slope of the hip roof displaying two dormer windows. Two large chimneys emerge from the rear slope. There is a second story round arched window with tracery over the pedimented first floor entrance whose front door features two-thirds sidelights. Rufus Coffin, a partner in Coffin and Browne, Boston mortgage brokers, was its first owner. His brother William Coffin built nearby 6 Alwyngton Road the same year.

13. 40 Norfolk Road (1898) is one of the neighborhood's six grander homes designed in the Colonial Revival style. Its peers can be seen at 76 Crafts Road (1903, Chapman and Frazer), 69 Middlesex Road (1915, Putnam and Cox), 81 Middlesex Road (1895-6, unknown architect), 91 Middlesex Road (1895, James T. Kelly), and 175 Middlesex Road (1913, Andrews, Jaques, and Rantoul). This house has a gambrel roof, pedimented dormers, a four-bay front facade with Palladian and oval windows with tracery, and an elaborate entrance with fanlight and sidelights. It is complemented by a similarly styled carriage house (now garage) which dates from 1905-06. Its simple design follows the form of an estate stable with its three bays and center gambrel loft dormer and a side gambrel roof.

14. 24 Spooner Road (1912) is a more modest interpretation of the Colonial Revival style (renamed by some "American Colonial") and, as such, is typical of many of the houses built between 1912 and 1925. With exteriors of clapboard or brick, their stylistic details suggest colonial precedents rather than mirroring them. Paired windows were typical as were wide cornices with dentils and pedimented entrances, some with elliptical fanlights and sidelights. This house, like its neighbor 18 Spooner Road, was designed by A.A. Martin; its first owner was Fergus Turner, president of the Doll and Richards Art Gallery at 71 Newbury Street. Other houses in the neighborhood designed in this "American Colonial" style and of similar scale can be found at 18 Spooner Road (1912), 27 Crafts Road (1937), 119 Crafts Road (1919), 127 Crafts Road (1911), 135 Crafts Road (1919), 209 Middlesex Road (1914), 210 Middlesex Road (1919), 218 Middlesex Road (1923), 233 Middlesex Road (1923), and 240 Middlesex Road (1923).

15. 10 Spooner Road (1926) is one of the later works of Chapman and Frazer and displays the influence of the Tudor Revival style with its steeply pitched roof, steeply pitched cross-gables, decorative half timbering, tall narrow windows, some arranged in multiple groups, and leaded glass. Later interpretations of this style, executed in brick, appear in the 1920's when veneering

techniques led to more modest examples. Both 92 and 106 Spooner Road were built in 1926 by Joseph Walker and Philip Avery, respectively, while 46 Crafts Road, designed by Robert Coit for William Tripp dates from 1922, and 295 Reservoir Road, built for Francis Carey, dates from 1926.

16. 151 Middlesex Road (1929) is unusual for the neighborhood and a rare, early example of the International style. W.E. Carter signed the permit which identifies the Housing Company of Waverly, Massachusetts, as being responsible for both design and construction. The house is two and one-half stories and constructed of steel and concrete with a modestly pitched roof of standing seam copper. Attached to the east side is a garage which is original to the house. The windows are casement and organized in an irregular pattern. William Ellery, a wool merchant and owner of the house in the 1930s, enlarged the dining room and added a conservatory, both executed in the same material as the original house, in the 1930's.

17. 192 Fairway Road (1952), a second International Style house was the work of Walter Bogner in collaboration with the owners who were interested in incorporating their Asian art collection into the design. Bogner, then dean of the School of Architecture at Harvard University, was a colleague of Walter Gropius. The house is two stories high with a very low pitched gable roof with wide, over-hanging eaves. The exterior is sheathed with vertical wood panels, wood trim, and single pane windows of varying sizes. The principle elevation (north) contains the entrance, sheltered beneath a large wood portico with a flat roof, set at an angle to the plane of the facade. The south elevation, facing the garden, has a wood balcony at the second floor level. The house has a considerable setback and overlooks the road from a higher elevation. It is surrounded by a wide variety of trees and shrubs, maintained to reflect the original landscaping plan.

A Note on the Landscape

An important component of suburban development was the attention paid to the landscape. Well-maintained plantings, lawns and shrubs continue to be integral parts of the neighborhood. A number of properties, specifically those on Norfolk and Dunster Roads, feature the almost 100 year old beech trees, planted to replace the chestnut trees attacked by the 1902 blight. Stately oaks, some more than 100 years of age, maples, and pines are also found here. In addition, there are properties where the house's interior space is integrated with its outdoor surroundings. This is particularly true of Arts and Crafts style homes. Courtyards, fountains, rustic paths, simple terraces, and garden rooms were used to unify house and garden, as were such plant materials as hanging vines and creeping ground covers. The houses at 91 Spooner Road and 142 Crafts Road are particularly successful examples of this fashion.

BOUNDARIES

Beginning from the Northwest corner of the intersection of Dunster Road and Boylston Street (State Route 9) the boundaries of the proposed local historic district are as follows:

- a) NW with the boundary of the Chestnut Hill National Register District ("CHNRD") along the SW side of Dunster Rd. to the Brookline-Newton town line ("Townline") at 22 Dunster;







- b) NE following the Townline between Dunster Rd. and the NW side of Middlesex Rd., opposite 91 Middlesex Rd. That portion of the CHNRD which lies in Newton cannot be included in Brookline's Chestnut Hill North Local Historic District (CHNLHD). While the larger portions of the buildings at 22 Dunster and 69 Middlesex lie in the district, a smaller part of each is in Newton, outside of the proposed district. Parts of the lots at 73 & 81 Middlesex also are in Newton, but the buildings on those lots are entirely in the district. With respect to such properties, the CHNLHD's purview would be limited to those portions of any divided buildings or lot within Brookline;
- c) NE, following the NW side of Middlesex Rd., to the E corner of the lot of 190 Middlesex Rd. (abutting 206 Middlesex Rd.) Although the CHNRD includes part or all of most of the properties on the NW side of this portion of Middlesex Rd. the buildings on them are entirely or mostly in Newton and/or are listed as non-contributing in the CHNRD. Therefore those properties have been excluded from the proposed district;
- d) NW following the lot line between 190 and 206 Middlesex to the Townline;
- e) NE following the Townline to the NE side of Reservoir Lane (a private road);
- f) SE following the NE side of Reservoir Lane, which becomes the boundary of the CHNRD, to Crafts Rd.;
- g) Across Crafts and Reservoir Roads, then S along Crafts and Valley Roads, then across Valley Road to the SE corner of the lot of 153 Crafts Rd. (abutting 25 Valley Rd.), all following the CHNRD boundary;
- h) SW following the lot line between 153 Crafts Rd. and 25 Valley Rd.; and then in a general SW direction, following the rear lot lines between Crafts and Denny Rds. and then continuing across Circuit Rd., all following the CHNRD boundary;
- i) SE along Fairway to the NW corner of the lot at 176 Fairway Rd. (abutting 180 Fairway Rd.), then SW and S following the lot line between 180 Fairway Rd. and 176 Fairway Rd., all following the CHNRD boundary, to the N side of Boylston St.;
- j) W along the N side of Boylston St. (and following the CHNRD boundary as far as Norfolk Rd., where it diverges) to the place of beginning at Dunster Rd., said entire boundary being either coterminous with or lying entirely within the boundary of the CHNRD.

CHESTNUT HILL NORTH LOCAL HISTORIC DISTRICT								
Map	Parcel	Number	Street	Year Built	Original Owner	Architect	Style	MHC Form No.
67	284-11	3	Alwynton Rd	1895	Chandler	Chapman & Frazer	Shingle	67/284-11
67	284-9	4	Alwynton Rd	1890/1901	Coffin	L.Martin & Co.	Shingle	67/284-9
67	284-6	6	Alwynton Rd	1888	Coffin	unknown	Shingle	67/284-6
65	278C-2	1033	Boylston St	1961	Edinburgh	Saltonstal & Morton	n/a	n/a
65	278C-21	1039	Boylston St	1980	Edinburgh	unknown	n/a	n/a
67	284-15	1101	Boylston St	1888	Coffin	unknown	Colonial Revival	1589
67	284-16	1109	Boylston St	1889	Moore	unknown	Queen Anne	67/284-16
67	284-17	1117	Boylston St	1888	Chandler	Appleton & Stephenson	Shingle	1588
67	284-18	1125	Boylston St	1997	Longyear Mus.	Stopfel Architects	n/a	n/a
67	284-18	1125	Boylston St	1892	Jaques	Andrews, Jaques & Rantoul	Chateausque	2812
65	279-11	5	Circuit Rd	1912	Hale	Edward Hale	Shingle	65/279-11
66	281-5	10	Circuit Rd	1896	Merriman	J.H. Morse	Shingle	n/a
65	279-12	15	Circuit Rd	1898	Miller	Andrews, Jaques & Rantoul	Shingle	65/279-12
66	281-4	16	Circuit Rd	1905	Foster	Lewis, E.G.?	Shingle	n/a
66	281-3	20	Circuit Rd	1896	Rollins	Isenbeck?	Shingle	n/a
66	281-2	26	Circuit Rd	1899	Dodge	Andrews, Jaques & Rantoul	Colonial Revival	66/281-2
65	279-14	33	Circuit Rd	1905	Miller	J.Lovell Little	Arts and Crafts	65/279-14
65	279-16	37	Circuit Rd	1903	Stearns	Everett & Mead	Shingle	65/279-16
65	279-17,18	43	Circuit Rd	1895	Goodhue	Isenbeck, E.G.A.	Shingle	65/279-17,18
66	281-1	44	Circuit Rd	1895	Merriman	Isenbeck, E.G.A.	Shingle	66/281-1
66	280-2	62	Circuit Rd	1892	Fairbanks	Lewis, E.G.	Shingle	n/a
66	280-1	70	Circuit Rd	1892	Burrage	Chapman & Frazer	Shingle	66/280-1
65	278C-25	17	Crafts Rd	1979	Salamoto	Acorn Structures	n/a	n/a
65	279-5A	20	Crafts Rd	1941	Tripp	Albright, Clifford	Colonial Revival	n/a
65	279-5	24	Crafts Rd	1901	Hayward	Hodgdon, Turner	Colonial Revival	65/279-5
65	278C-26	27	Crafts Rd	1937	Dewey	Law, Alexander	Colonial Revival	n/a
65	279-4	32	Crafts Rd	1889-90	Cabot	unknown	Shingle	65/279-4
65	287C-27	35	Crafts Rd	1892-93	Howe	Darrow, A.L.	Shingle	n/a
65	279-2,3	40-42	Crafts Rd	1903	Dix	Chapman & Frazer	Colonial Revival	65/279-2,3
65	278c-28	41	Crafts Rd	1906	Guerrier	Putnam & Cox	Arts and Crafts	65/278c-25
65	279-01	46	Crafts Rd	1922	Tripp	Coit, Robert	Arts and Crafts	n/a
65	278c-29	47	Crafts Rd	1892	Eliot	Loring & Phipps	Colonial Revival	65/278c-29
65	278D-1	65	Crafts Rd	1904	Farnham	Purdon & Little	Colonial Revival	n/a
66	280-19,20	76	Crafts Rd	1903	Baker	Chapman & Frazer	Colonial Revival	66/280-19,20
79	278d-2	79	Crafts Rd	1906	Goodhue	Chapman & Frazer	Tudor Revival	65/278-d-2

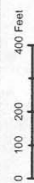
65	280-18	96	Crafts Rd	1905	Baldwin	Chapman & Frazer	Arts and Crafts	n/a
65	278D-03	99	Crafts Rd	1913	Resor	Somes & Parsons	Colonial Revival	n/a
65	280-17	106	Crafts Rd	1911	Kittredge	Brown, Frank C.	Arts and Crafts	n/a
65	278D-05	107	Crafts Rd	1910	Sagendorph	Andrews, Jaques & Rantoul	Shingle	n/a
65	278D-06	119	Crafts Rd	1919	Parker	Sawyer Construction Co.	Colonial Revival	278D/6
65	278D-07	127	Crafts Rd	1911	Nesbitt	Hurd & Gore	Colonial Revival	n/a
66	280-15	128	Crafts Rd	1903	Whitcomb	Bowditch & Stratton	Arts and Crafts	n/a
65	278D-08	135	Crafts Rd	1919	Ware	Brooks, Harold	Colonial Revival	n/a
66	280-14	142	Crafts Rd	1905	Hopkins	Chapman & Frazer	Spanish Colonial	n/a
66	278D-60	153	Crafts Rd	1935	Brown	Stowell, Raymond	Colonial Revival	n/a
67	284-2	17	Devon Rd	1893-94	Tabor	unknown	Colonial Revival	67/284-2
67	284-4	27	Devon Rd	1898	Phinney	Smith, E. Patterson	Tudor Revival	67/284-4
67	284-5	37	Devon Rd	1893	Tabor	Chapman & Frazer	Shingle	n/a
67	283-6	38	Devon Rd	1898	Edmunds	Chapman & Frazer	Colonial Revival	n/a
67	284-6	45	Devon Rd	1900	Ayling	Chapman & Frazer	Colonial Revival	67/284-6
67	283-5	48	Devon Rd	1895	McKissock	Chapman & Frazer	Shingle	n/a
67	284-7	55	Devon Rd	1893	Miller	unknown	Shingle	67/284-7
67	284-21	22	Dunster Rd	1896	Summers	Summers, William B.	Colonial Revival	67/284-21
67	284-20	26	Dunster Rd	1905	Tabor	Purdon & Little	Colonial Revival	n/a
67	284-19	40	Dunster Rd	1886-87	Cobb	unknown	Colonial Revival	67/284-19
65	278C-1	192	Fairway	1952	Edinburgh	Bogner, Walter	International	2567
67	283-8	69	Middlesex Rd	1915	Munsell	Putnam & Cox	Georgian Revival	67/283-8
67	283-1	73	Middlesex Rd	1894	Nash	Chapman & Frazer	Medieval Revival	67/283-1
67	283-2	81	Middlesex Rd	1895-96	Beach	unknown	Georgian Revival	67/283-2
67	283-3	91	Middlesex Rd	1895	Baldwin	Kelley, James T.	Georgian Revival	67/283-3
66	281-6	125	Middlesex Rd	1894	Nichols	Rand & Taylor	Shingle	n/a
66	281-7	137	Middlesex Rd	1899	Boland	Dyer, M.M.	Colonial Revival	66/281-7
66	281-8	145	Middlesex Rd	1899	Hyndman	Neal, A.O.	Arts and Crafts	n/a
66	281-09	151	Middlesex Rd	1929	Housing Co.	Housing Co.	International	n/a
66	281-10	157	Middlesex Rd	1914	Eaton	Johnson, Oscar	Arts and Crafts	66/281-10
66	281-11,12	175	Middlesex Rd	1913	Dane	Andrews, Jaques & Rantoul	Georgian Revival	66/281-11,12
66	281-13,14	195	Middlesex Rd	1922	Rowley	Putnam & Cox	Arts and Crafts	n/a
66	282-6	206	Middlesex Rd	1919-20	Holmes	Bonelli Adams Co.	Arts and Crafts	n/a
66	281-15	209	Middlesex Rd	1914	Manning	Somes & Parsons	Colonial Revival	66/281-15
66	282-08	210	Middlesex Rd	1919	Henry	Hitchings & Hitchings	Colonial Revival	n/a
66	281-16	215	Middlesex Rd	1916	Frost	Schweinfurth, Julius	Colonial Revival	66/281-16
66	285-4,5	218	Middlesex Rd	1923	Fisher Hill Co.	Cahill, John A.	Colonial Revival	n/a

66 282-03	230	Middlesex Rd	1928	Flaherty	Flaherty, Frank	Colonial Revival	n/a
66 281-19	233	Middlesex Rd	1923	Fisher Hill Co.	Cahill, John A.	Georgian Revival	n/a
66 282-02	234	Middlesex Rd	1928	Flaherty	Flaherty, Frank	Arts and Crafts	n/a
66 282-1	240	Middlesex Rd	1923	Fisher Hill Co.	Cahill, John A.	Georgian Revival	66/282-1
65 279-10	6	Norfolk Rd	1898-99	Butler	Rogers, Edward Little	Tudor Revival	65/279-10
65 279-9	14	Norfolk Rd	1897	Miller	Chapman & Frazer	Shingle	n/a
67 283-4	15	Norfolk Rd	1896	Nash	Chapman & Frazer	Medieval Revival	67/283-4
65 279-8	30	Norfolk Rd	1892	Miller	Hartwell & Richardson	Shingle	65/279-8
65 279-7	40	Norfolk Rd	1898	Foster	Chapman, Frazer & Blinn	Colonial Revival	65/279-7
67 284-8	47	Norfolk Rd	1897	Roger	Chapman & Frazer?	Shingle	67/284-8
65 279-6	52	Norfolk Rd	1886-87	Ulman	Moore, George A.?	Queen Anne	65/279-6
67 284-12	55	Norfolk Rd	1898	Miller	Chapman & Frazer	Medieval Revival	n/a
67 284-13	63	Norfolk Rd	1895	Chandler	Chapman & Frazer	Medieval Revival	67/284-13
65 278C-24	66	Norfolk Rd	1959	Dowd	Corneau, A.J.	n/a	n/a
65 278C-23	76	Norfolk Rd	1983	Shapiro	Eck, Jeremiah	n/a	n/a
67 284-14	77	Norfolk Rd	1894	Cordingley	Chapman & Frazer	Medieval Revival	1587
60 266-03	280	Reservoir Lane	1951	Yarchin	Hooper, W.P.	n/a	n/a
60 266-3	285	Reservoir Rd	1910	Vallandigham	Little, J. Lovell	Arts and Crafts	60/266-3
60 266-2-2	295	Reservoir Rd	1926	Carey	Carey, Francis V.	Tudor Revival	n/a
60 266-2	307	Reservoir Lane	1983	Merritt	Stratton, Edmund B.	n/a	n/a
60 266-1	315	Reservoir Lane	1963	Donovan	Taylor, Clarence	n/a	n/a
60 266-4	lot	Reservoir Lane	c.1844	City of Boston	unknown	n/a	01-Oct
66 280-3	3	Spooner Rd	1906	Allen	Bond, Frederick H.	Colonial Revival	66/280-3
66 281-32	10	Spooner Rd	1926	Harvey	Chapman & Frazer	Arts and Crafts	n/a
66 281-31	18	Spooner Rd	1912	Barney	Martin, A.A.	Colonial Revival	n/a
66 281-30	24	Spooner Rd	1912	Turner	Martin, A.A.	Colonial Revival	66/281-30
66 280-29	34	Spooner Rd	1911	Rogers	Putnam & Cox	Arts and Crafts	66/280-29
66 280-5	35	Spooner Rd	1911	Curtis	Putnam & Cox	Arts and Crafts	n/a
66 280-6	41	Spooner Rd	1923	Tripp	Coit, Robert	Colonial Revival	66/280-6
66 281-28	50	Spooner Rd	1910	Young	Brown, Frank C.	Colonial Revival	n/a
66 280-7	51	Spooner Rd	1923	Tripp	Coit, Robert	Colonial Revival	n/a
66 281-27	56	Spooner Rd	1909	Coffin	Putnam & Cox	Colonial Revival	66/281-27
66 280-8	61	Spooner Rd	1913	Sherman	Chapman & Frazer	Arts and Crafts	66/280-8
66 281-26	64	Spooner Rd	1912	Swenson	Stewart, Edmund T.	Arts and Crafts	n/a
66 281-25	72	Spooner Rd	1913	Frost	Schweinfurth, Julius	Colonial Revival	66/281-25
66 280-9	81	Spooner Rd	1910	Ewer	Putnam & Cox	Colonial Revival	n/a
66 281-24	84	Spooner Rd	1915	Lillie	Derby & Robinson	Colonial Revival	n/a

66 280-10	91	Spooner Rd	1909	Putnam	Putnam & Cox	Arts and Crafts	66/280-10
66 281-23	92	Spooner Rd	1925	Walker	Walker, Joseph R.	Tudor Revival	n/a
66 281-22	98	Spooner Rd	1922	Ramsey	McCollum, N.W.	Colonial Revival	n/a
66 281-21	106	Spooner Rd	1925	Bitner	Avery, Philip S.	Tudor Revival	n/a

-  Proposed Chestnut Hill LHD
 National Register District
 Building Footprints
 Property Lines
 Street Edges
 Town Boundary

The information shown on this map is from the Brookline Geographic Information System (GIS) database



Map created by Brookline GIS on January 8th, 2005.
projects/historic/proposedchesnutthill-bw8.5x11.mxd

